

# **DRAFT MINUTES**

**DRAFT  
MEETING MINUTES  
NORTHWEST PROGRESSO – FLAGLER HEIGHTS  
REDEVELOPMENT ADVISORY BOARD  
FORT LAUDERDALE  
8<sup>TH</sup> FLOOR CONFERENCE ROOM, CITY HALL  
FEBRUARY 14, 2017 – 3:30 P.M.**

**Cumulative Attendance**

**May 2016 - April 2017**

<b><u>Members Present</u></b>	<b><u>Attendance</u></b>	<b><u>Present</u></b>	<b><u>Absent</u></b>
Ron Centamore, Chair	P	9	0
Sonya Burrows, Vice Chair	P	9	0
Jessie Adderley	P	6	3
Leann Barber	P	8	1
Alan Gabriel	P	7	2
John Hart	P	4	1
Mickey Hinton (arr. 4:13)	P	7	2
John Hooper	P	6	3
Dylan Lagi (arr. 5:16)	P	9	0
Steffen Lue	P	6	3
Scott Strawbridge	P	8	1
John Wilkes	P	8	1

Currently there are 12 appointed members to the Board, which means 7 would constitute a quorum.

**Staff**

Jonathan Brown, Northwest CRA Manager  
Vanessa Martin, CRA Business Manager  
Sandra Doughlin, CRA  
Bob Wojcik, Planner III  
Glendon Hall, Housing and Economic Development Manager  
Jamie Oppерlee, Recording Secretary, Prototype, Inc.

**Communications to City Commission**

None.

**I. Call to Order / Roll Call**

Chair Centamore called the meeting to order at 3:37 p.m. Roll was called and it was noted a quorum was present.

**II. Approval of Minutes from December 13, 2016 & January 9, 2017 Meetings**

**Motion** made by Mr. Strawbridge, seconded by Mr. Gabriel, to approve the December 13 minutes. In a voice vote, the **motion** passed unanimously.

**Motion** made by Mr. Strawbridge, seconded by Mr. Gabriel, for approval of [the January 9, 2017 minutes].

Mr. Wilkes noted a correction to p.3, paragraph 2: there were 55 lots rather than 58 listed in the backup materials for the meeting. He also noted a correction to p.7, paragraph 6: 84% of homes in the CRA are non-owner-occupied.

In a voice vote, the **motion** passed unanimously [as amended].

### **III. Transfer of Three City-Owned Commercial Parcels to CRA & Developer Interest**

Mr. Wojcik explained that Staff is requesting a recommendation from the Board regarding the transfer of three City-owned properties to the CRA, which will facilitate development of the sites. Two parties, who also own the adjacent properties to these parcels, are asking that the parcels be made available to them for projects.

One of the proposed projects is for an estimated \$14.2 million 100-room hotel on NW 7<sup>th</sup> Avenue. The developer has purchased 18,850 sq. ft. and is seeking parcels behind the site for parking. Without the additional parcels for parking, the project cannot be realized. This developer, Impact Investments, is offering to purchase the property at its appraised value of \$190,000.

The second proposed project is for a 6,777 sq. ft. retail center to be located on Sistrunk Boulevard. The developer owns the adjacent property, which is 14,144 sq. ft. in size, and is willing to purchase the 4680 sq. ft. City-owned lot for \$4354, which would cover the City's costs and expenses. The developer, Gil Hyatt, has owned the adjacent property for several years and plans to develop it himself. Mr. Wojcik noted that the parcel has no vehicular access and can only be of value to the adjacent property owner.

Joseph Poveromo and Brandon Hertz, representing Impact Investments, showed a PowerPoint presentation on the proposed hotel project, which will be close to a future All Aboard Florida station. Mr. Poveromo advised that other nearby projects planned for the area include a Hilton hotel, a large multi-family development with ground floor retail, and additional development off Sistrunk Boulevard and Andrews Avenue.

The proposal is for a three-star hotel with surface parking, which is expected to offer a slightly lower price point than other competing hotels planned for the area. The developer cannot meet parking demand without the City-owned lot it hopes to purchase, even with a parking reduction. They have reached out to other property owners on the

same block to purchase lots, but have been unable to do so thus far. Until the project has a sufficiently large footprint, the developer cannot get a partnership agreement with a major hotel chain.

Ralph Tate, architect for Impact Investments, showed the project's site plan, pointing out that the project's main entry would be on NW 3<sup>rd</sup> Street. The project will be five stories in height and will include ground floor space that could be used for retail or flex uses.

Mr. Brown asked if the project is contingent upon purchasing additional parcels from a church. Mr. Poveromo replied that the project is still possible if the City lots are purchased, but a single contiguous lot, which would be possible if the church agrees to sell, is preferred. Mr. Strawbridge suggested that the developer offer to share parking facilities with the church or develop on-street parking for the project.

Chair Centamore emphasized that the Board needs to know whether or not the City would approve a hotel project with only two lots for parking. Mr. Poveromo responded that one developer who saw the site plan felt 60 parking spaces were sufficient for 100 rooms. Mr. Wojcik added that Staff's recommendation is for the Board to ask the City to allow the developer to submit an application to the Development Review Committee (DRC) so they can have the plans reviewed with the proposed parking lots. The City typically requires a signed agreement before they will accept a DRC application from any party that is not a property owner.

Mr. Wojcik continued that regarding the second site, Staff is asking that the City sell the parcel to the CRA for \$4354 and allow the developer to join with the City in submitting an application for DRC review. They also request that the CRA Board allow Staff to issue a 30-day notice for RFPs for both properties.

Mr. Wilkes requested clarification that the developer would purchase the lot from the CRA at the same price for which the CRA would purchase the lot from the City. Mr. Brown confirmed this, but noted that once the CRA takes ownership of the parcel, they must solicit development projects through the RFP process. Mr. Wojcik clarified that the CRA does not have to ask for competitive bids, but must issue an RFP and assess the value of proposals.

Mr. Wilkes pointed out that the price offered to the CRA is roughly \$160,000 less than fair market value. He did not feel a 100-unit hotel would be approved by the City if it offered only 60 parking spaces.

Mr. Strawbridge advised that the draft agreement before the Board states that the CRA would purchase the property at its appraised value and sell it to the developer; if the development does not come to fruition, the agreement then states that the CRA would

purchase the parcel back. He asked if the developer anticipated a financing gap that would require them to request additional subsidies for the project from the CRA.

Mr. Brown observed that the request before the Board is only about land acquisition. Staff has asked any interested parties to clarify whether they are interested in a land incentive or a different type of incentive at a later time. The developer in this case is offering to pay the appraised value for the land so they may come back before the Board at a later date with an incentive request.

Mr. Hinton arrived at 4:13 p.m.

Vice Chair Burrows characterized the request to purchase the property at its appraised value as an attempt to bypass market forces. She felt the developer should offer to purchase the property directly from the City instead of from the CRA.

Mr. Wilkes pointed out that the request is for the CRA to sell an interested party a parcel consisting of roughly 18,000 sq. ft. at a cost of \$160,000 less than potential market value. He asserted that this includes an incentive in itself. Mr. Brown did not feel that this constituted an incentive, as the property has been appraised at the cost the developer is offering to pay. He pointed out that if the lots are not sold at the offered prices, they are unlikely to be developed.

Chair Centamore recalled that the City Commission, acting in its capacity as the CRA Board, had discussed the purchase of commercial lots by the CRA, clarifying that the CRA may buy commercial lots at their appraised value and sell them at the same price to qualified buyers. Those buyers may then come back and request incentives. He did not feel the ability to purchase a lot at its appraised value should be considered an incentive. Mr. Brown confirmed this, adding that other entities than a single developer may bid during the RFP process for a given parcel. Once a developer owns the parcel, the CRA may partner with them, but will have no role in ownership.

Ms. Barber asked if Impact Investments was a local developer. Mr. Hertz and Mr. Poveromo confirmed that the firm is locally based and is purchasing commercial land in Fort Lauderdale to develop projects. While they work for TE Management, Impact Investments will own the parcel.

Mr. Wojcik explained again that the Board is asked to authorize the company to proceed to the DRC phase and find out the City's requirements for development of the requested parcel, as well as to ask that the parcel be transferred from City to CRA ownership.

**Motion** made by Mr. Gabriel, seconded by Mr. Wilkes, to move this project under the three proposed motions as outlined.

Mr. Gabriel further clarified that his **motion** included the following:

- To give the developer the written authorization to proceed toward DRC approval;
- To have the CRA acquire property from the City and sell them to the developer at the same price of acquisition;
- To allow Staff to issue an RFP for the property.

Mr. Strawbridge added that the Board should also recommend that its closing on the acquisition of the parcel from the City be contingent on the developer's ability to move the project forward. Mr. Brown confirmed that this would be the case. Vice Chair Burrows agreed, noting that a better bid could come in response to the RFP.

Mr. Gabriel **restated** his **motion** as follows: **motion** to ask the City to transfer the property under the dollar amounts concept that was provided; to authorize [the developer] to go forward and make [a] DRC application, that [the Board is] going to sign off whatever they need to do; and to allow CRA Staff to issue an RFP for the property.

In a roll call vote, the **motion** passed 11-0.

Mr. Gabriel requested that this item be brought back before the Board with comments from the DRC after the project has gone through that phase of the approval process.

Mr. Wojcik moved on to the second proposed project, explaining that the subject parcel is behind a convenience store with a rooming house on 15<sup>th</sup> Avenue. The empty parcel is currently a blight on the area. Adjacent property owner Gil Hyatt is willing to clean up the lot and make it part of his proposed project, which would be a retail center.

Vice Chair Burrows pointed out that the parcel is appraised at \$60,000 but the proposal is to purchase it for \$4354. Mr. Brown showed the location of the parcel, stating that it is an interior site only valuable to the owner of adjacent land. Mr. Wojcik noted that the subject parcel is one of the commercial properties owned by the City, for which the Board's previous recommendation was that the City transfer these lots to the CRA for \$10. The City's expenses for the parcel are \$4354.

Vice Chair Burrows asked if the developer is able to proceed with the retail center without the subject parcel. Gil Hyatt, developer, stated that he could not. Vice Chair Burrows pointed out that this raises the value of the property.

Mr. Brown characterized the issue as determining whether the CRA is happy with the current state of Sistrunk Boulevard or would prefer to develop it. He asserted that if the CRA is unwilling to invest in development, this is a problem. Ms. Barber responded that this is not the choice before the Board: they should seek to determine the highest and best use of the property, and should not sell the property without market analysis.

Mr. Hyatt explained that he currently owns three lots from NW 15<sup>th</sup> Terrace to NW 6<sup>th</sup> Street. The subject parcel is 35 ft. by 105 ft. and is unbuildable on its own. He confirmed that he would request additional incentives for his project after the purchase of the lot.

**Motion** made by Mr. Wilkes, seconded by Mr. Strawbridge, that the Board approve the request that this particular lot be acquired from the City and the price [at which they] acquired it from the City be given to [Mr. Hyatt] as part of his project.

Ms. Barber asked if Mr. Hyatt is a local businessperson. Mr. Hyatt confirmed this, adding that he is a general contractor, not a developer. His intent is to lease the lots.

In a roll call vote, the **motion** passed 11-0.

**Motion** made by Mr. Gabriel, seconded by Mr. Wilkes, to process the RFP. In a roll call vote, the **motion** passed unanimously.

#### **IV. CRA Project Funding Update**

CRA Business Manager Vanessa Martin advised that a financial update for the CRA is included in the members' backup materials. She reported that there are few changes to the document: a purchase order has been opened for Triangle Services, and W-9s are pending for the Quantum project. A purchase order is pending for the Flagler Village Triangle.

Regarding residential incentives, a project recently approved by the Board for the Residential Rehabilitation Program was added for \$90,000. Approval of this item will go before the City Commission on March 7, 2017.

Mr. Strawbridge commented that the Board has drawn down \$2.5 million of the available \$12.5 million, with other items pending. He asked if it is possible to forecast how the rest of these dollars will be spent. Mr. Brown replied that in addition to the acquisitions discussed under Item III, there are also residential infill acquisitions, a funding request pending from the YMCA, and other anticipated project requests.

The Board discussed other potential projects that may be forthcoming, including the Bolden Building, which cannot be part of any CRA programs, as there is a demolition order on the structure. If the building meets the requirements of its 40-year inspection, it is possible that its owners may be able to stave off the demolition order and bring forward a project.

Mr. Brown continued that the YMCA is currently in discussions with the City to establish a lease for the Mizell Center. Once a lease for the property is in place, the Mizell Center will be demolished and a new YMCA constructed on the site.

Mr. Wilkes recalled that the CRA Board rejected the Redevelopment Advisory Board's proposal to purchase parcels from the City at a cost of \$10. The final amount was determined to be approximately \$600,000. He asked where these funds would come from in the CRA budget. Mr. Brown explained that this will require a budget amendment to move dollars from the property tax reimbursement line item, as no reimbursements are expected to be funded this year. He was confident that the Board will be able to meet its commitment to fund projects.

Ms. Martin concluded that the CRA has approximately \$10 million remaining after all funding recommendations are approved.

#### **V. Communication to CRA Board**

None.

#### **VI. Old / New Business**

- **CRA Staff Updates**

Housing and Economic Development Manager Glendon Hall advised that the Mosaic Group's contract, which was discussed at previous meetings, has been reduced from \$247,500 to roughly \$174,000. The Residential Rehabilitation Program project approved by the Board has been deferred by the CRA Board pending final contracts.

Mr. Brown added that the Mosaic Group's contract amendment agreements will be presented to the City Commission for approval at their next meeting. The reduction is due in part to only minor activity by Mosaic between the months of October 2016 and February 2017. The CRA also wants to establish a total number of hours and allocate Mosaic's time to specific tasks based on these hours.

Mr. Hall continued that CRA Staff has implemented many of the requests made by the Board regarding the CRA website. Additions to the site include the Five-Year Plan and other development plans and studies, Board meeting minutes, annual reports, demographic information, and maps. These documents may be found under the Resources tab. Other projects, however, such as Sistrunk Boulevard road improvements, may not be found on the website. Mosaic will take over administering the website, although Staff will continue to add materials related to projects and reports.

Mr. Brown reported that a CRA Open House was held on January 24, 2017. Feedback from this meeting showed that the CRA Office is not an appropriate location for an open house meeting, as it was well-attended. Open House meetings are expected to be moved on a monthly basis. The next meeting is scheduled for February 27, 2017 at the Avenue Executive Office from 5:30 to 7 p.m.



He continued that the January Open House also included lengthy discussions of infill housing in the CRA. Staff proposes additional discussions regarding what the community would like to see at these sites, as well as the process for disposal of infill housing. Mr. Brown emphasized that this process will be discussed in depth at the March 2017 meeting as well. Approximately 10 lots are located west of I-95, where the CRA proposes beginning infill housing.

The CRA also hopes to release an RFP for a site in Sweeting Estates within the next 30 days. It is anticipated that eight to ten single-family homes could be located on this site. Representatives of Sweeting Estates are expected to attend the February 27 Open House so CRA Staff may confirm the community's desires with respect to development. The next phase of the process will focus on rehabilitation and infill of properties east of I-95.

Ms. Barber recalled that at a previous meeting, the Board had discussed holding a financing summit to encourage local property owners to purchase property. She pointed out that there is no plan in the status report for a financing option. Mr. Brown replied that while some developers may show interest in infill housing, the lots are for sale by unit. Part of the RFP's restrictive covenant will require builders to build and sell to eligible buyers within a certain time frame. If these terms are not met, a clawback clause would return the properties to the City.

Mr. Brown advised that he did not anticipate a single-family home buyer would experience financing issues. He pointed out that developers will need to work with their lenders as well, concluding that the goal in this case is not to focus on local developers only. Ms. Barber asserted that a financing summit would allow more money to stay in the community and make more opportunities available to local residents.

Vice Chair Burrows recalled that the Urban Land Institute (ULI) Technical Advisory Panel (TAP) report recommends a financing summit, which would give small businesses the opportunity for greater access to capital. Mr. Brown advised that this may happen in the future, although it is unlikely before the first phase of infill housing is underway. He also noted that alternative financing typically carries higher interest rates.

In addition to discussion of infill housing, the Open House also featured a discussion of surface parking lots in the CRA, as well as the Wingate Superfund site, which is outside the CRA. There was also discussion of local participation by appraisers, title companies, contractors, and developers. Mr. Brown explained that while local participation is not prohibited, lack of it is not allowed to slow progress. He pointed out that these are existing properties that have always been available for local developers.

Mr. Strawbridge observed that in many communities, local participation is a requirement for CRA investments of more than \$200,000. He did not feel it would be inappropriate to require local participation on these investments. Mr. Brown advised that Staff hopes to

proceed with the best product possible; when proposals come before the Board for review, the Board may make requests such as local participation. He cautioned against adding another layer of requirement to the process, however, as this would slow progress and could contribute to the perception that little is happening in the CRA.

Mr. Lagi arrived at 5:16 p.m.

Mr. Brown continued that the ULI TAP report includes 11 specific recommendations, which were highlighted in a handout distributed to the Board members. He requested that they review the document before the March meeting.

Mr. Wilkes asked where the Board stands with regard to changing their focus and developing new programs. Mr. Brown replied that Staff's continuing communication with the community shows that most of the existing programs are geared toward building owners rather than tenant businesses. A discussion of new programs should include how the CRA may incentivize a business that does not own its own building.

With regard to residential programs, Mr. Wilkes recalled that there was discussion of taking an inventory of the CRA to determine where slum and blight continues to exist. A residential program could offer subsidies to residents to improve their properties. It could also bring in lenders who could make CRA dollars go further. Mr. Brown stated that developers and/or partner agencies could be required to present a list of nonprofit partners or banks with home buyers' clubs to ensure that projects will be buyer-ready.

Mr. Brown continued that the Open House also discussed various sites in the CRA, housing rehabilitation, and projects requiring community benefits. Staff will report back to the CRA about Open House meetings on a monthly basis.

Mr. Strawbridge commented that roughly \$200,000 is allocated in the current year's budget for Police details and Ambassador Programs in the CRA. Mr. Brown advised that CRA Staff plans to meet with the Police Department to further discuss this arrangement. The CRA is awaiting final approval of the project from the City Manager's Office.

Regarding the Ambassador Program, Mr. Brown has met with the Downtown Development Authority (DDA) and has reached out to the administrator of a similar program in West Palm Beach. The program planned for the CRA will provide security ambassadors, and the RFP must be crafted in a manner consistent with the CRA Plan. He hopes to have the RFP in procurement within the next 30 days. Because the program has been allocated dollars in the current fiscal year, it needs to begin in 2017.

## **VII. Public Comment**

None.

### **VIII. Adjournment**

Mr. Brown advised that due to the number of items on next month's Agenda, the March 2017 meeting may be scheduled to begin at 3 p.m.

There being no further business to come before the Board at this time, the meeting was adjourned at 5:31 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

[Minutes prepared by K. McGuire, Prototype, Inc.]

**WALKER  
ELEMENTARY  
SIDEWALK  
IMPROVEMENTS**



## Transportation and Mobility Department

### Memorandum # 17-17

DATE: March 14, 2017

TO: Northwest Progresso-Flagler Heights Community Redevelopment  
Advisory Board

FROM: Diana Alarcon, Director *DA*

SUBJECT: **Walker Elementary Safe Routes to School Funding Request**

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The City's Transportation & Mobility Department has partnered with Walker Elementary and community partners on an application to the Florida Department of Transportation (FDOT) for funding through their Safe Routes to School (SRTS) program to improve sidewalks and calm traffic to make it safer for students to get to and from school within the Northwest Progresso-Flagler Heights Community Redevelopment Area (NWCRA). We learned that FDOT District 4 does not fund design through this program, therefore there is a funding gap in the amount of \$108,854.38 for Engineering Design as well as the need for \$46,651.88 towards contingency totaling \$155,506.26. We are also requesting an additional \$4,000 to establish a 4-way stop and pedestrian crosswalks at the intersection of NW 9<sup>th</sup> Avenue and NW 2<sup>nd</sup> Street. Our total funding request is \$159,506.26.

Safe Routes to School (SRTS) is a federal program disbursed through the FDOT to fund infrastructure and programs to support safer travel for children walking and biking to school. The City has helped facilitate the development of a SRTS Committee that includes Walker Elementary, LA Lee YMCA, WalkSafe, Sistrunk Healthy Community Zone, Broward TOUCH Program, and Fort Lauderdale Police. The SRTS Committee worked together to create opportunities to host public input on safety concerns from the neighbors and parents at a variety of public meetings to include two Academic Nights at Walker Elementary which hosted over 200 parents, teachers, and students as well as a public meeting at a Dixie Court housing development which hosted a great discussion with residents about the safety concerns for children and seniors to travel safely in the neighborhood adjacent to Walker Elementary.

Walker Elementary is a prime candidate for the Safe Routes to School program due to several factors including that there have been crashes involving school age children surrounding the school, the school has been ranked as an underperforming school in Broward County, the neighborhood has the highest rate of unemployment and double the rate of poverty compared with the rest of the County, it has the highest rate of Type

II diabetes, highest suicide rate, and high rates of mental health issues as well. This project will leverage the investment by the Broward County School District internal to the property including the remodeling and restoration of school grounds of Walker Elementary in 2015. There is a critical need to create safe walking routes to and from the Walker Elementary School.

During the public outreach at Walker Elementary, many families shared concerns about the safety of children crossing the street, walking in the dirt, and the dangers of vehicles. In a neighborhood where the median household income is less than \$30,000, many families do not own a vehicle. These families would like to have their children walk or bike, but it has been stated by parents that safety and security of their children along the route is a great concern.

The main concerns included speeding vehicles, lack of crosswalks/crossing guards, and missing sidewalks which have translated into the proposed scope of work to include wider sidewalks, traffic calming elements, and crosswalks that will improve safety of the environment surrounding the school. Also included in the grant application are programs to educate and empower the students of Walker Elementary to be aware, be safe, and be seen while walking and biking through partnerships with the YMCA, WalkSafe, and Fort Lauderdale Police Department. The grant request was for a total amount of \$474,195.03 for construction. The funding gap identified is for a total of \$159,506.26 which includes \$108,854.38 for Engineering Design, \$46,651.88 toward construction contingency funds which is required to be provided from local funds and \$4,000 for crosswalk on NW 2<sup>nd</sup> Street & NW 9<sup>th</sup> Avenue.

The City of Fort Lauderdale has a commitment to providing safe modes of transportation for all residents and visitors to our city. This commitment has been strengthened through the adoption of the Vision Zero Fort Lauderdale initiative in 2015. This application will help to implement much needed improvements in partnership with Walker Elementary School, community partners, and the residents of this neighborhood. Creating a safe environment for children to walk and bike will help to create life-long habits to increase healthy behaviors for the reduction of diabetes and improved mental health. This physical activity prior to school has been proven to help children be more attentive learners throughout the school day.

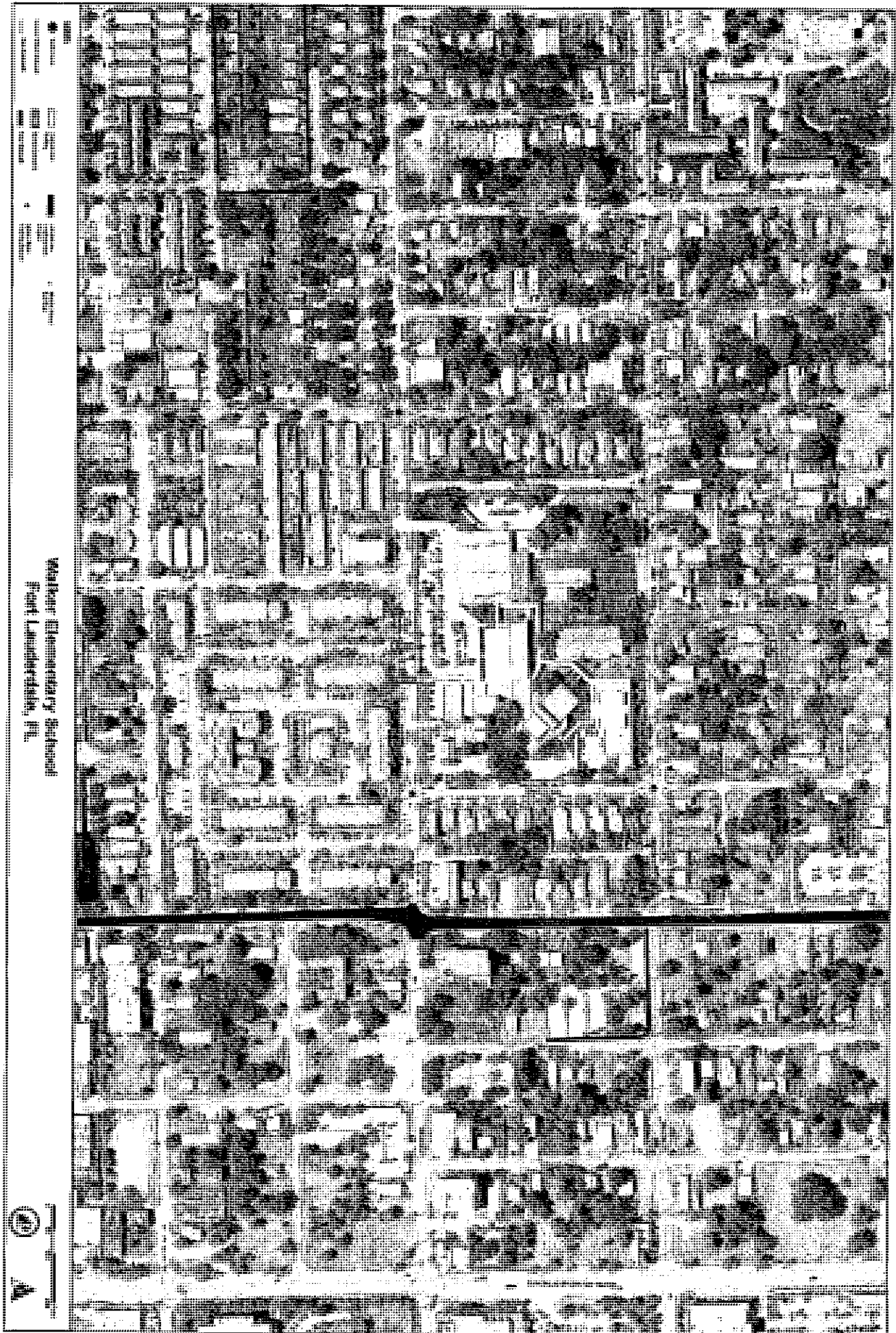
The FDOT Safe Routes to School Grant Awards have not been announced to date.

Attachments:

Traffic related crashes: School Age Children, Ages 4-18

Proposed SRTS Grant Improvements Map, Walker Elementary



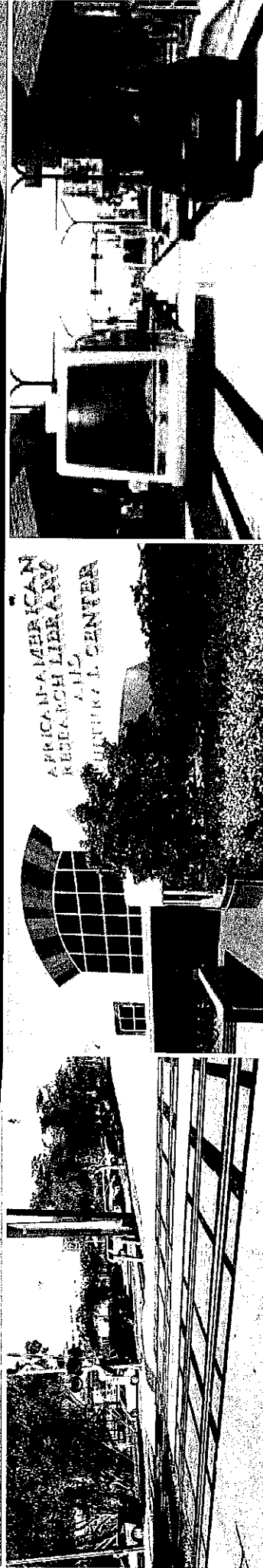


Madison Elementary School  
Port Limerick, PA





# **FEASIBILITY STUDY**



# NW CRA Streetcar Technical Feasibility Study

Briefing to NW CRA Advisory Board



TYLIN INTERNATIONAL

# Agenda

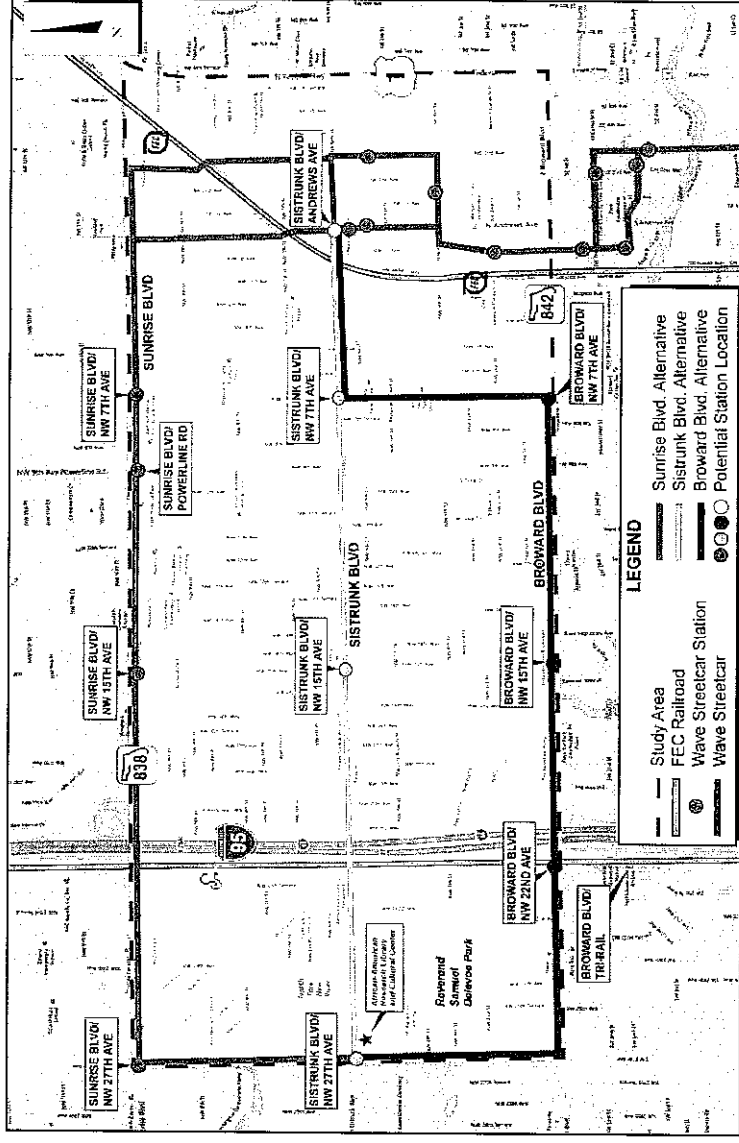
- Project Scope
- Alternatives Studied
- Engineering Feasibility
- Operations
- Ridership
- Financing Options
- Next Steps



# Project Scope

Evaluate streetcar service on Sistrunk Boulevard, Broward Boulevard, and Sunrise Boulevard between The WAVE and the African- American Library & Cultural Center:

- Is it physically feasible?
- How many passengers would use it?
- How much would it cost?
- How could it be financed?



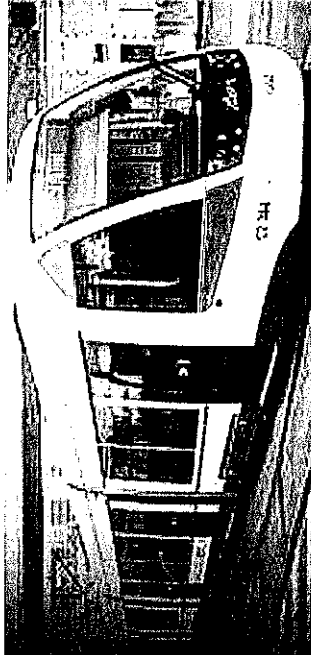
# Meetings/Coordination

- CRA Meeting on 8/26/2015
- DSD Meeting on 7/27/2015
- Agency (BCT and Broward MPO) Meetings (7)
- CRA Advisory Board Meeting, June 22, 2016
- CRA Advisory Board Meeting, March 14, 2017

Task	May 2015	June 2015	July 2015	Aug 2015	Sept 2015	Oct 2015	Nov 2015	Dec 2015	Jan 2016	June 2016	July 2016	Aug 2016	May 2017
1. Coordination	Kick-off Mtg	Prog Mtg # 1	Prog Mtg # 2		Prog Mtg # 3	Prog Mtg # 4			Prog Mtg # 5		Prog Mtg # 6		
2. Data Collection													
3. Operating Plans													
4. Transit Service Integration													
5. Ridership Forecast													
6. Capital and O&M Cost													
7. Potential Funding Sources													
<i>Public Meeting</i>													
<i>City Commission Meeting</i>													
<i>Draft Feasibility Study Report</i>													
<i>Final Feasibility Study Report</i>													



# Guideway Configuration



Alternative		Guideway Configuration	
		Where in the street?	What type of operation?
Sistrunk Blvd.			
	<i>Andrews-NW 27<sup>th</sup></i>	Curbside	Mixed traffic
Broward Blvd.			
	<i>Sistrunk between Andrews-NW 7<sup>th</sup></i>	Curbside	Mixed traffic
	<i>Broward between NW 7<sup>th</sup>-NW 27<sup>th</sup></i>	Median/Curbside	Mixed traffic
	<i>NW 27<sup>th</sup> between Broward-Sistrunk</i>	Median	Mixed traffic
Sunrise Blvd.			
	<i>Andrews between Sistrunk-Sunrise</i>	Curbside	Mixed traffic
	<i>Sunrise between Andrews-NW 27<sup>th</sup></i>	Median	Exclusive lane, exc intersections
	<i>NW 27<sup>th</sup> between Sunrise-Sistrunk</i>	Median	Mixed traffic

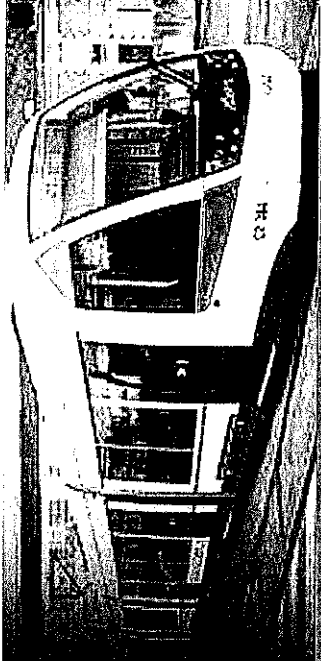
# Curbside and Median Guideways



Curbside Guideway

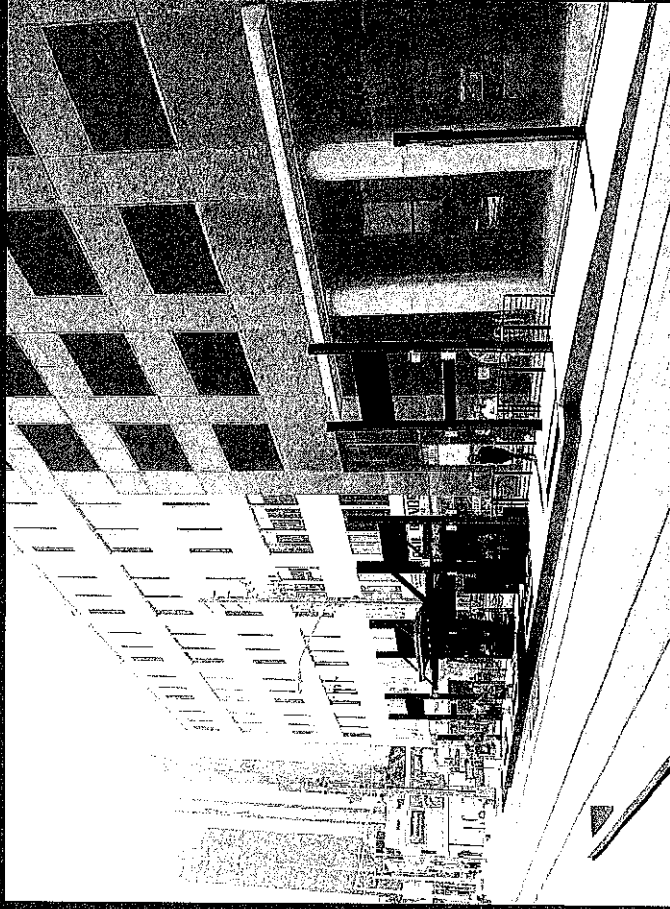


Median Guideway

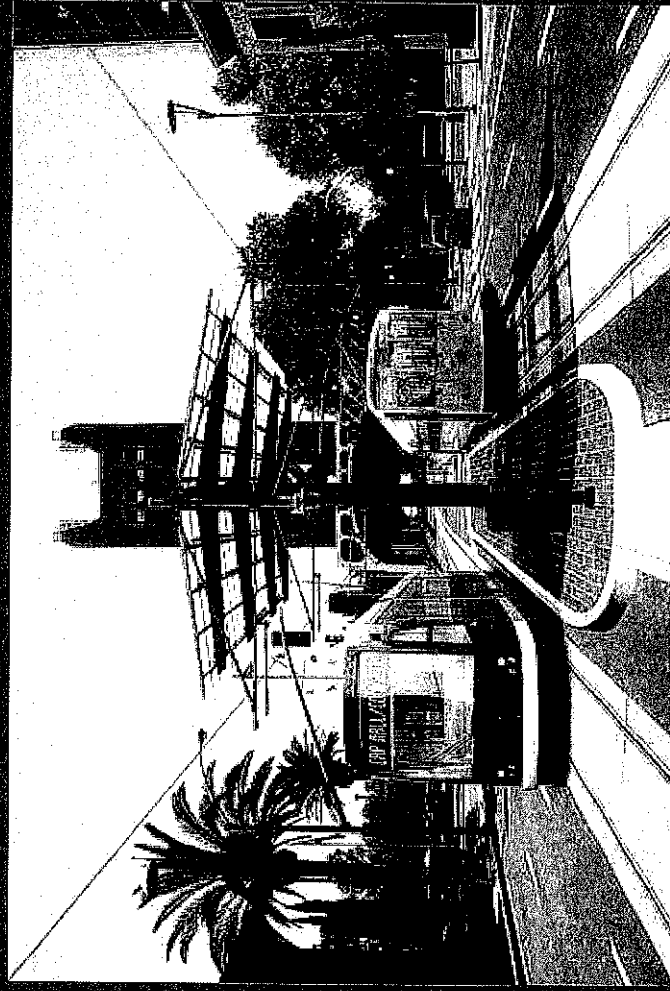




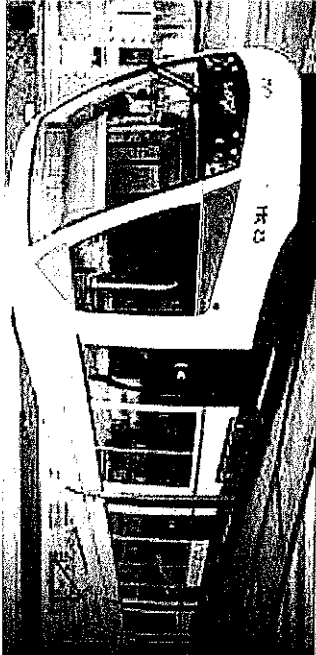
# Curbside and Median Stops



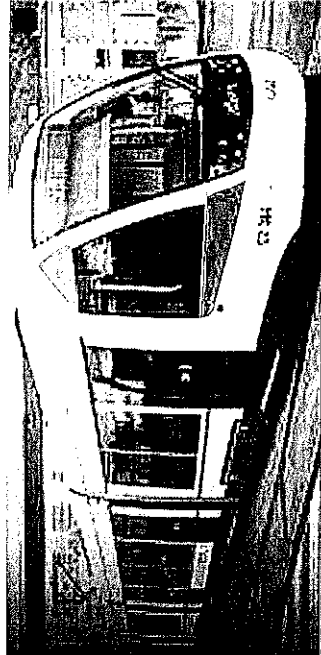
Curbside Stop



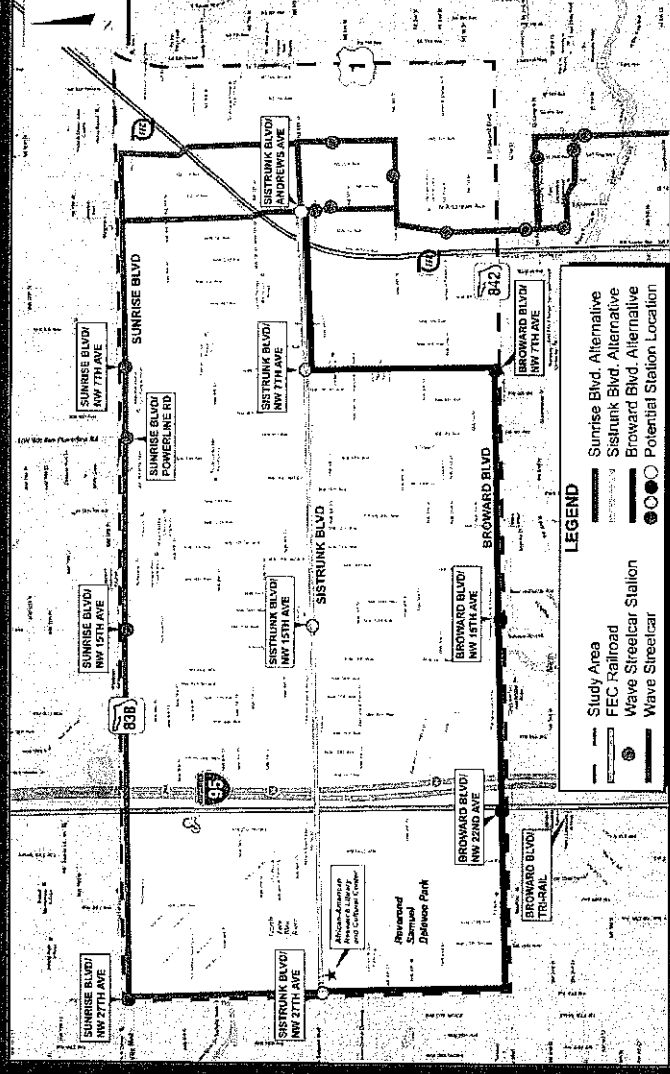
Median Stop



# Stops



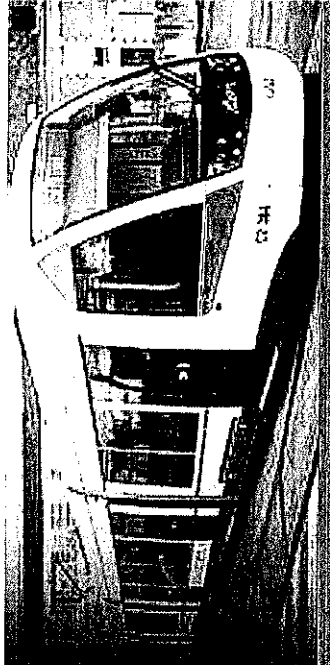
Alignment	# of New Stops	Distance (miles)	Avg. Stop Spacing	Range
Sistrunk Blvd.	5	2.31	0.58	0.45 to 1.07 mi
Broward Blvd.	6	3.13	0.48	0.40 to 0.90 mi
Sunrise Blvd.	5	3.29	0.46	0.20 to 1.07 mi



# Engineering Feasibility

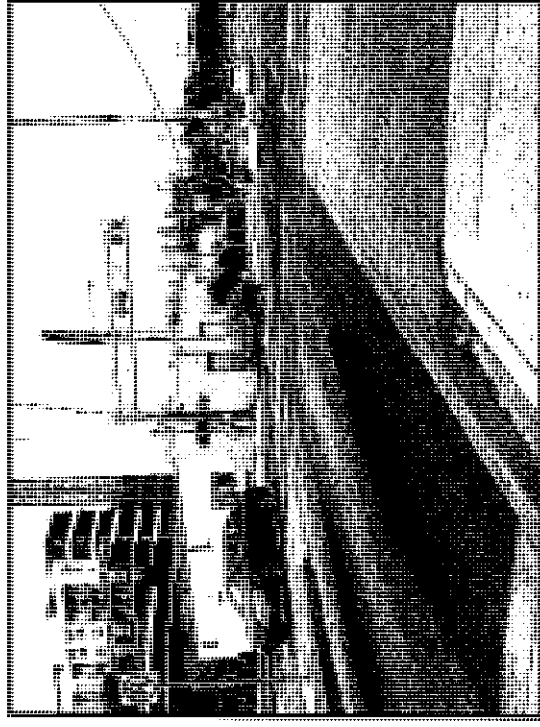
1. Reviewed ROW, vertical/horizontal constraints, etc.
2. Used WAVE design criteria
3. Track, stops, catenary *can* physically operate within existing ROW of all three corridors

*But there are Engineering issues that need further consideration*



# Additional Engineering Issues

- Maintenance Facility – site selection not completed (need 2-3 acres)
- Streetcar crossings of FEC and CSX Tracks
  - Need more detailed design with regard to track type, slope, phalange, etc
  - Will require agreements with each Railroad to cross at-grade – insurance, access restrictions, capacity, safety, speed
  - At-grade crossing will require a waiver from the Federal Railroad Administration
  - Alternative would be to grade-separate at the railroad crossings



# Service Operation (12-minute and 15-minute headways)



- Monday-Thursday 6:00am-Midnight
- Friday 6:00am-1:30am
- Saturday 7:00am-1:30am
- Sundays/Holidays 7:00am-10:00pm

Alternative	One-Way Travel Time	Round Trip Travel Time
Sistrunk Boulevard	16:24	34:58
Broward Boulevard	22:19	46:53
Sunrise Boulevard	22:53	48:28

00:00 – Minutes:Seconds  
 Average Run Speed: – 9.3 miles per hour  
 Station Dwell Time: 20 seconds  
 Reverse Direction: 2:30

## Vehicles required:

- Four vehicles for 15-minute service
- Four to Six vehicles for 12-minute service

# Sample Service Plan

## 12-minute Service

### Sistrunk-12 minute service

<b><i>Outbound</i></b>	Leaves Andrews/ Sistrunk Aves	Arrives Sistrunk/ NW 7 <sup>th</sup> Ave	Arrives Sistrunk/ NW 15 <sup>th</sup> Ave	Arrives Sistrunk/ NW 27 <sup>th</sup> Ave
Train A	12:00:00 PM	12:03:16 PM	12:09:25 PM	12:16:24 PM
Train B	12:12:00 PM	12:15:16 PM	12:21:25 PM	12:28:24 PM
Train C	12:24:00 PM	12:27:16 PM	12:33:25 PM	12:40:24 PM
Train D	12:36:00 PM	12:39:16 PM	12:45:25 PM	12:52:24 PM
Train A	12:48:00 PM	12:51:16 PM	12:57:25 PM	1:04:24 PM

<b><i>Inbound</i></b>	Leaves Andrews/ NW 27 <sup>th</sup> Ave	Arrives Sistrunk/ NW 15 <sup>th</sup> Ave	Arrives Sistrunk/ NW 7 <sup>th</sup> Ave	Arrives Sistrunk/ Andrews Ave
Train C	12:00:00 PM	12:07:39 PM	12:13:02 PM	12:16:24 PM
Train D	12:12:00 PM	12:19:39 PM	12:25:02 PM	12:28:24 PM
Train A	12:24:00 PM	12:31:39 PM	12:37:02 PM	12:40:24 PM
Train B	12:36:00 PM	12:43:39 PM	12:49:02 PM	12:52:24 PM
Train C	12:48:00 PM	12:55:39 PM	1:01:02 PM	1:04:24 PM



# Sample Service Plan 15-minute Service

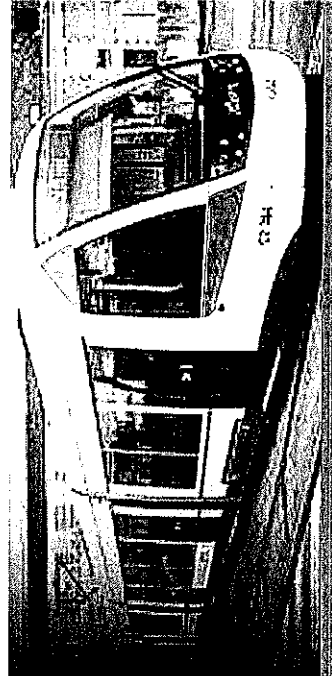


## Sistrunk-15 minute service

<b><i>Outbound</i></b>	Leaves Andrews/ Sistrunk Aves	Arrives Sistrunk/ NW 7 <sup>th</sup> Ave	Arrives Sistrunk/ NW 15 <sup>th</sup> Ave	Arrives Sistrunk/ NW 27 <sup>th</sup> Ave
Train A	12:00:00 PM	12:03:16 PM	12:09:25 PM	12:16:24 PM
Train B	12:15:00 PM	12:18:16 PM	12:24:16 PM	12:31:24 PM
Train C	12:30:00 PM	12:33:16 PM	12:39:16 PM	12:46:24 PM
Train D	12:45:00 PM	12:48:16 PM	12:54:16 PM	1:01:24 PM

<b><i>Inbound</i></b>	Leaves Sistrunk/ NW 27 <sup>th</sup> Ave	Arrives Sistrunk/ NW 15 <sup>th</sup> Ave	Arrives Sistrunk/ NW 7 <sup>th</sup> Ave	Arrives Sistrunk/ Andrews Aves
Train C	12:00:00 PM	12:07:39 PM	12:13:02 PM	12:16:24 PM
Train D	12:15:00 PM	12:22:39 PM	12:28:02 PM	12:31:24 PM
Train A	12:30:00 PM	12:37:39 PM	12:43:02 PM	12:46:24 PM
Train B	12:45:00 PM	12:52:39 PM	12:58:02 PM	1:01:24 PM

# Population/Employment within 1/2 mile of Alignments

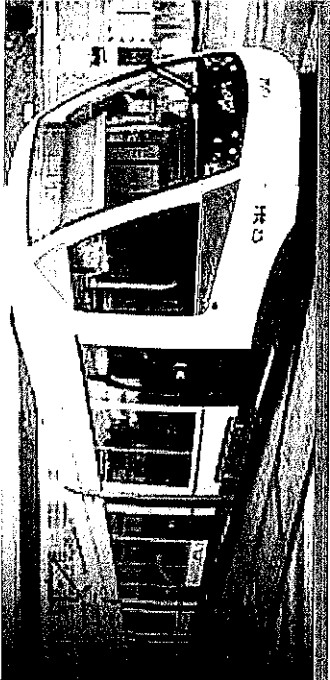


Alternative	2013 Population	2040 Population	2013 Employment	2040 Employment
<b>Sunrise Blvd</b>	22,515	35,389	14,543	14,645
<b>Sistrunk Blvd</b>	17,467	27,598	13,542	13,644
<b>Broward Blvd</b>	17,423	30,140	19,623	19,966

For comparison purposes, there are 26,000 residents and 73,223 employees located within 1/2 mile of the Wave streetcar corridor, which is also expected to grow by an additional 18,000 residential units and 40,000 more employees.

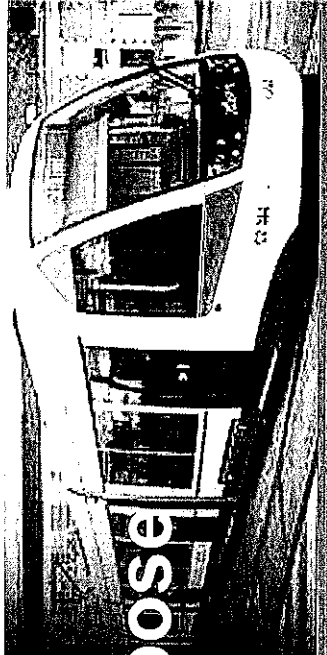


# Ridership Forecast Methodology



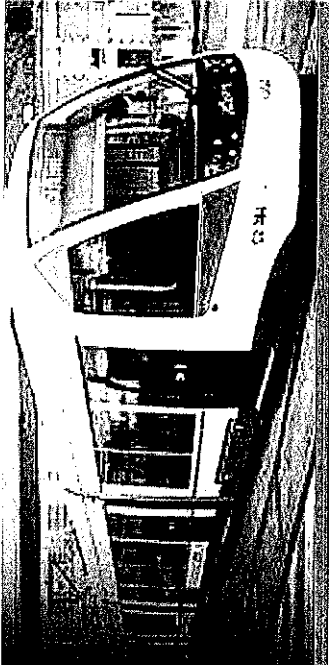
- ***Similar to Method Used by the Wave*** – spreadsheet model borrowing inputs from SERPM, STOPS, BCT ridership and series of assumptions
- **Defined four market areas**
  - External to Broward County
  - West of I95 in Broward County
  - Downtown
  - Alignment corridors (1/2 mile buffers)
- **Trip generation** – 19,000 total trips/day in Sistrunk Blvd corridor
- **Trip Distribution/Trip Purposes/ Modal Split** – SERPM/STOPS
- **Diversions from Auto/BCT to Streetcar** – TY Lin estimates
- **Calibration**

# Trip Generation by Mode, Trip Purpose and Origin – Sistrunk Corridor



Geography	Daily Person Trips (Commute, Personal, Shopping, etc)		
	Auto Trips	Transit Trips	Total Trips
Palm Beach/Miami-Dade counties and Sistrunk Corridor	11,400 (97%)	360 (3%)	11,760 (100%)
Central Business District and Sistrunk Corridor	1,300 (93%)	100 (7%)	1,400 (100%)
NE/SE Broward County and Sistrunk Corridor	6,200 (96%)	250 (4%)	6,450 (100%)
Total Demand	18,900 (96%)	710 (4%)	19,610 (100%)

# Estimated Diversion to Streetcar – Sistrunk Corridor

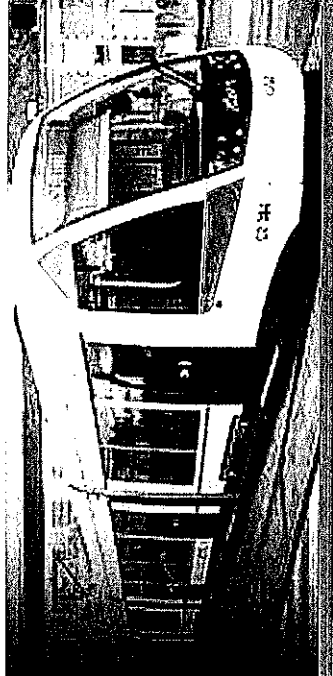


Geography	Person Trip Shift Factor	
	Auto	Transit
To Sistrunk Streetcar Corridor from Palm Beach and Miami-Dade counties	0.1%	20% to 40%
To, From and Within the Sistrunk Streetcar Corridor	5%	50%
To Sistrunk Streetcar Corridor from other parts of Broward County	1%	10%

**Note:** These estimated diversions are based on the levels of diverted trips experienced elsewhere. More detailed analyses is required to provide a stronger estimate.

# Ridership Methodology - TY Lin Assumptions

- Increased initial ridership estimates by 10% to account for the recent population and employment gains in the study area.
- Future year (years 2018 and 2035) ridership estimates were developed based on the corresponding growth in population, employment and travel.
- If BCT bus service in the three corridors was restructured to complement streetcar service, a 20% increase in streetcar ridership is anticipated.



# Ridership Forecasts - Findings



Daily Passenger Volume- Year of Opening	12-minute Service	15-minute Service
Sistrunk Boulevard	725-800	650-725
Broward Boulevard	1,000-1,100	900-1,000
Sunrise Boulevard	675-750	600-650

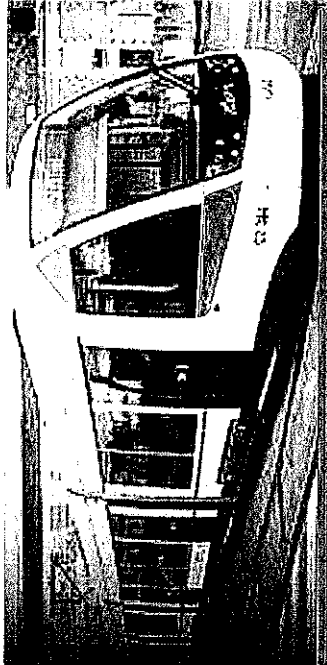
## Notes:

- Scenario includes rerouting of some BCT routes and all Sun Trolley bus services. With these bus services, streetcar ridership could decrease from above levels by 15%-20%.
- The Wave is forecast to generate 3,120 passengers/ day at 10 minute to 15 minute service levels.

# Estimated Capital Costs 2018 \$

- Used Wave unit costs
- Conservative land costs for storage facility site

	Distance	Capital Cost 12 Minute Service	Capital Cost 15 minute Service
Sistrunk Blvd	2.31 mi	\$161m-\$166m	\$161m-\$166m
Broward Blvd	3.13 mi	\$214m-\$219m	\$202m-\$207m
Sunrise Blvd	3.29 mi	\$221m-\$226m	\$208m-\$213m



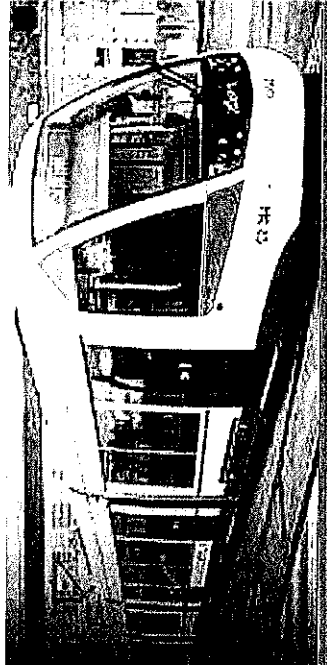
# Estimated Operating Costs 2018 \$

	12-minute scenario	15-minute scenario
Sistrunk Boulevard	\$5.5M	\$4.6M
Broward Boulevard	\$6.0M	\$5.0M
Sunrise Boulevard	\$6.1M	\$5.1M

Based on revenue hours with continuous running of vehicles and service between 16 hr and 19.5 hr days, 7 days/week – for

any independent systems.

Source: Fixed and variable cost inputs used for the Wave estimates, and revenue hrs and calculated miles by each alternative under each service scenario.



# Summary of Alternatives Analysis

## 12-Minute Service

	Capital \$	Operating \$/Yr	Daily Ridership
Sistrunk Blvd	\$161m-\$166m	\$5.5m	725-800
Broward Blvd	\$214m-\$219m	\$6.0m	1,000-1,100
Sunrise Blvd	\$221m-\$226m	\$6.1m	675-750

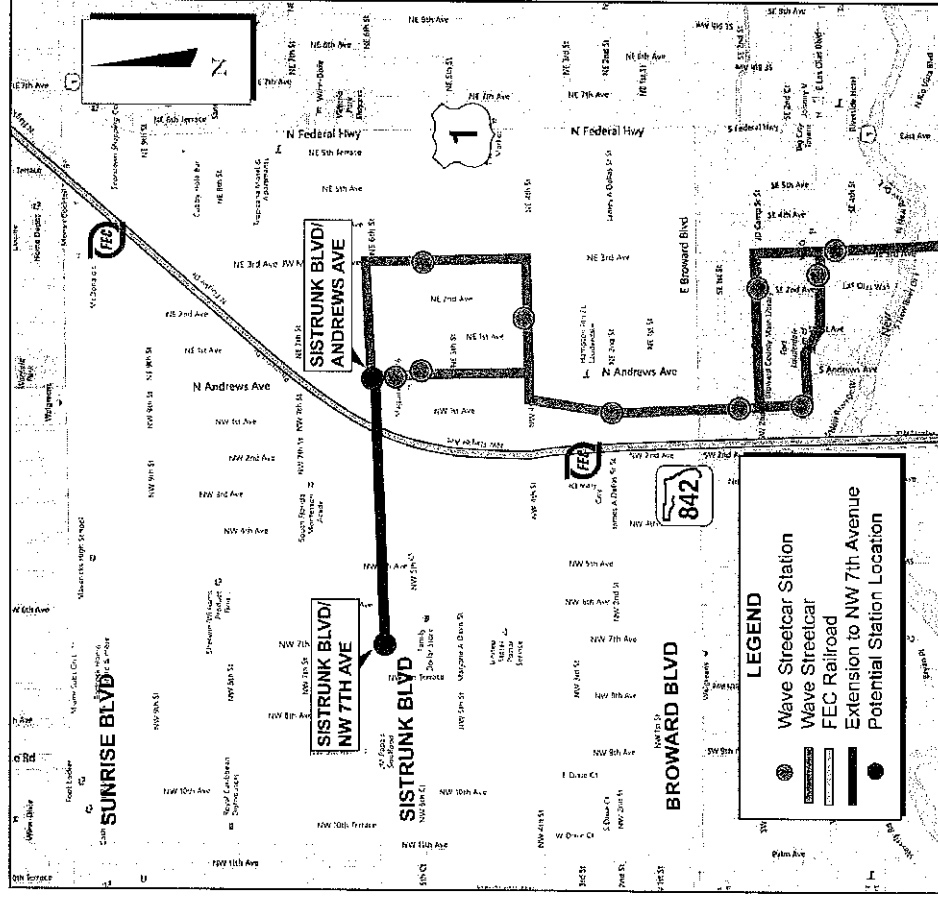
## 15-Minute Service

	Capital \$	Operating \$/Yr	Daily Ridership
Sistrunk Blvd	\$161m-\$166m	\$4.6m	650-725
Broward Blvd	\$202m-\$207m	\$5.0m	900-1,000
Sunrise Blvd	\$208m-\$213m	\$5.1m	600-650





# Another Option for Consideration



## Begin with extension to Sistrunk/NW 7th Avenue

1. Would attract 500 passengers/day
2. Estimated Capital Cost \$44M
3. Adds 12 minutes (round trip)
4. Would require modifications to Wave operating plan/schedule
5. Estimated Operating Costs/Year \$1.1M to \$1.4M
6. NW Extension would achieve higher score for FTA funds than would the entire corridor

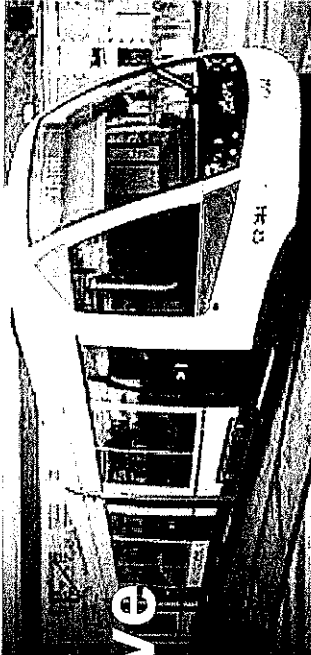
# Comparing Sistrunk Blvd Alternative to Extension to NW 7th Ave Option

## 12-Minute Service

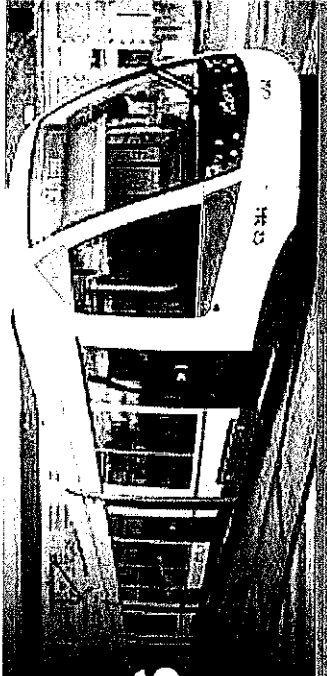
	Capital \$	Operating \$/Yr	Daily Ridership
Sistrunk Blvd, Andrews Ave to NW 27 <sup>th</sup> Ave	\$161m-\$166m	\$5.5m	725-800
Sistrunk Blvd, Andrews Ave extension to NW 7 <sup>th</sup> Ave	\$44M	\$1.4M	500

## 15-Minute Service

	Capital \$	Operating \$/Yr	Daily Ridership
Sistrunk Blvd, Andrews Ave to NW 27 <sup>th</sup> Ave	\$161m-\$166m	\$4.6m	650-725
Sistrunk Blvd, Andrews Ave extension to NW 7 <sup>th</sup> Ave	\$44M	\$1.1M	450



# Traditional Funding Strategies



## Federal/State/Local

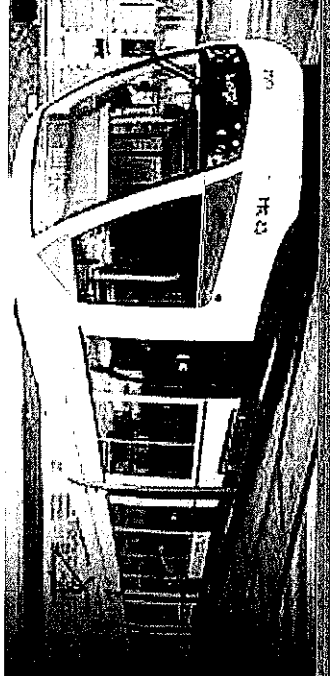
- FTA: Up to 50% of Capital \$
- FDOT: Up to 25% of Capital \$
- Local Share
  - 25% of Capital Costs
  - 100% Operations Costs
- *Requires Federal NEPA*
- *Lower local costs; lengthy approval process*

## State/Local

- FDOT: Up to 50% of Capital \$
- Local Share
  - 50% of Capital costs
  - 100% of Operations Costs
- *Requires State SEIR*
- *Higher local cost; quicker implementation*

# Local Funding Options

- **Ridership Revenues** – user fees for the project
- **CDBG and HUD** – for capital support
- **Local Option Sales Tax** – would require a group of projects including the Sistrunk expansion to gain support, requires approval of County and voters
- **City/County General Revenues/Special Revenues** – would require direction by the City and County commissions for funds to be allocated to the Sistrunk expansion compared to other priorities similar to commitments for a portion of the funds for Wave, Phase 1

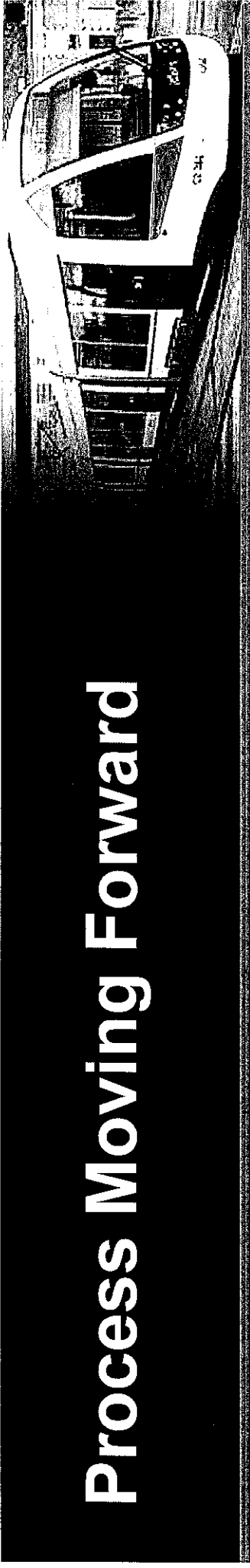


# Process Moving Forward

- **CRA Advisory Board** provides input on study findings
- **If City Commission** approves findings; determines whether to pursue additional analysis with partners
  - Further analysis of extension to Avenue of the Arts
  - Integration plan to fully understand operations and maintenance costs
  - Detailed analysis of crossing at FEC and CSX tracks
  - Develop a funding program to be proposed to approving bodies

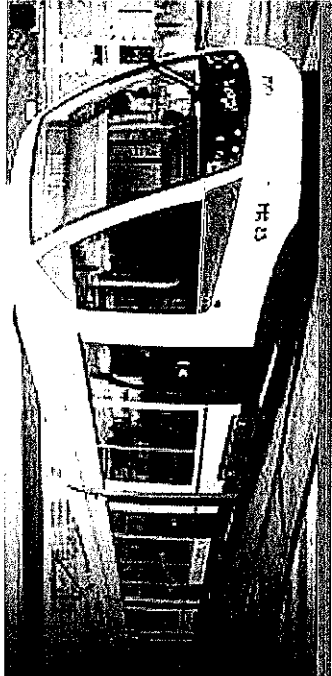
(If seeking state or federal funds)

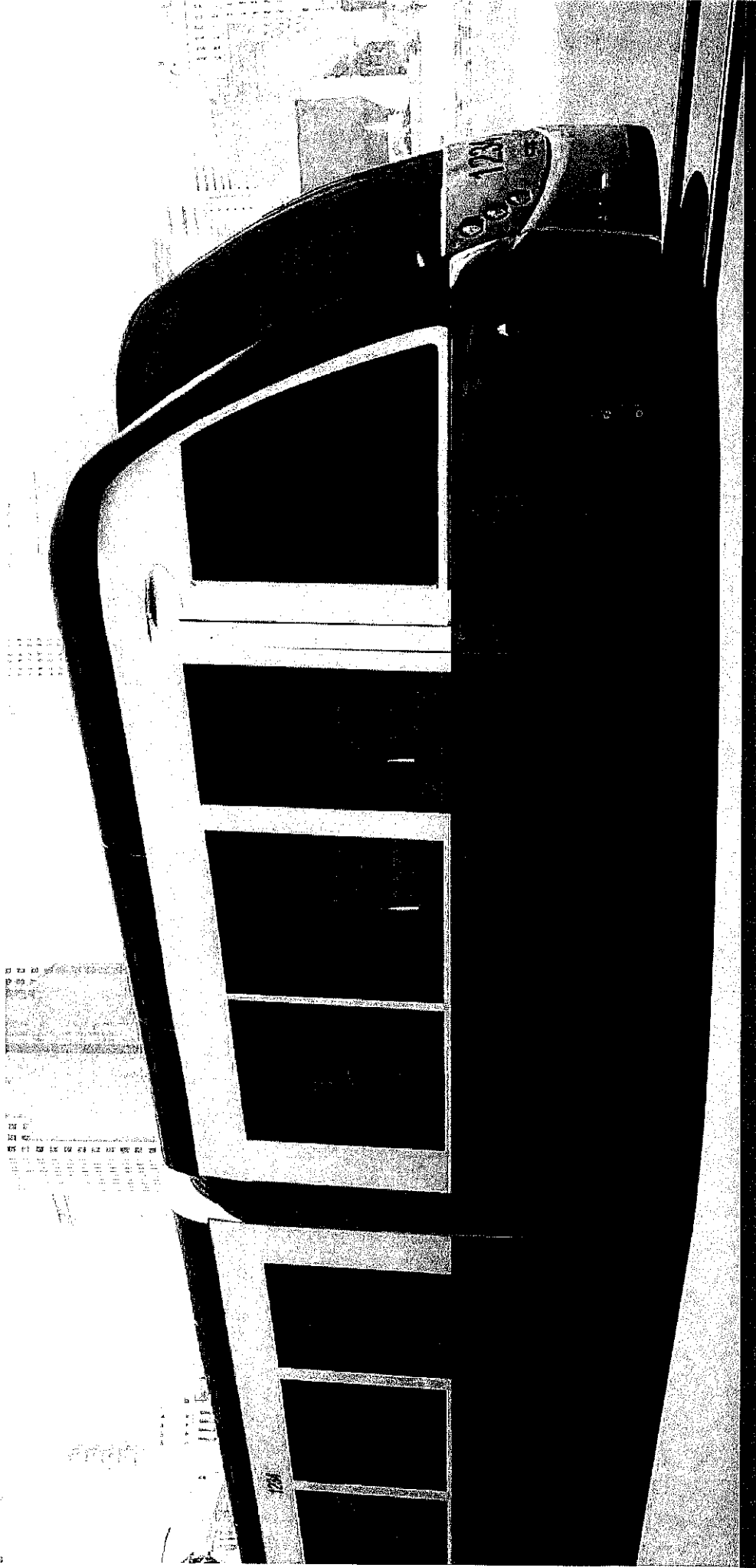
- **Broward County** reviews costs and benefits to their BCT service
- **Broward MPO** may modify Locally Preferred Alternative for connection to Tri-Rail
- **Broward MPO/FDOT** considers project for state and/or federal funds



# Next Steps

- Presentation to City Commission - TBD
- Submit Final Report – April/May 2017





Thank You!

**TYLIN**INTERNATIONAL




# **CRA PROJECT UPDATE**



NorthWest Progresso Flagler Heights Project Tracking

Community Redevelopment Agency (beginning 10/1/2016)

														2018/2019
						Total Business Incentives Funding Total Business Incentives \$14,439,936 Amount Remaining \$9,133,521		Total Residential Incentives Funding Total Residential Incentives \$ 900,000 Amount Remaining \$ 900,000						
CRA Focus Area Project	Deadline	BUSINESS INCENTIVES	Assignee	CAM #	CAM DATE	BASIS	% Done	Advisory Board Recommended Funding	CRA Board Approved Funding	Total \$ Approved for Payment to Date	Date Paid	Beginning Balance	Remaining Funds	
		Property Tax Reimbursement CRA091706				Annual reduction based on approval						\$ 2,040,000.00		
NO	10/5/2019	Flagler Village Hotel	B. Wojcik	16-1127	11/1/2016	Based on the actual property taxes generated	0.0%	\$ -	\$ 1,711,020				\$2,040,000.00	
		Land Acquisition of 55 properties	J. Brown	17-0199	3/7/2017	Purchase of fifty-five residential properties from the City of Fort Lauderdale (accept the instruments of conveyance)	0.0%	\$ 612,291						
		Land Acquisition of 2 properties	J. Brown	17-0322	3/21/2017	Purchase of two residential properties from the City of Fort Lauderdale (accept the instruments of conveyance)	0.0%	\$ 190,000						
		Development Incentive CRA091704				Terms based on approval						\$ 3,450,000.00		
		UPF Realty FL LLC (Triangle Services)	J. Brown	16-1313	12/20/2016		0.0%	\$ -	\$ -	\$ 1,500,000			\$4,450,000.00	
		Streetscape Enhancement CRA091703				Up to 70% or 90%/\$500,000						\$ -		
NO	9/7/2019	Quantum	B. Wojcik	16-0810	9/6/2016	Approved prior to the new incentive requirements	0.0%	\$ -	\$ -	\$ 500,000			\$748,922.00	
NO	10/5/2019	Flagler Village Hotel	B. Wojcik	16-1127	11/1/2016	Funding Assistance	0.0%	\$ -	\$ 329,933	\$ -				
		Rechter Holdings (913 NE 4 Ave)	B. Wojcik			Funding Assistance	0.0%	\$ -	\$ 91,267	\$ -				
		Moody Insurance (725 Prog. Dr.)	B. Wojcik			Funding Assistance	90.0%	\$ -	\$ 20,000	\$ -				
		Fairfield Flagler LP	B. Wojcik			Funding Assistance	0.0%	\$ -	\$ 329,503	\$ -				
		ID Flagler Village - Triangle	J. Brown	16-1332	12/6/2016	Funding Assistance	0.0%	\$ -	\$ -	\$ 251,078				
		Property & Façade Improvement CRA091702				Up to 75% or 90%/\$500,000						\$ 4,000,000.00		
		Rechter Holdings (913 NE 4 Ave)	B. Wojcik				10.0%		\$ 100,000				\$1,003,000.00	
		Moody Insurance (725 Prog. Dr.)	B. Wojcik				90.0%		\$ 50,000					
		Commercial Façade Improvement CRA091701				Up to 75% or 90%/\$125,000						\$ 1,000,000.00		
		728 NW 7 Terr.	B. Wojcik			Funding Assistance	0.0%		\$ 15,000				\$955,000.00	
		901 Progresso Dr. (Progresso Plaza)	B. Wojcik			Funding Assistance	50.0%		\$ 15,000					
		723 NE 2 Ave	B. Wojcik			Funding Assistance	100.0%	\$ -	\$ -	\$ 15,000	12/13/2016			
		731 NE 2 Ave	B. Wojcik			Funding Assistance	100.0%	\$ -	\$ -	\$ 15,000	12/13/2016			
		737 NE 2 Ave	B. Wojcik			Funding Assistance	100.0%	\$ -	\$ -	\$ 15,000	12/13/2016			
		Rechter Holdings (913 NE 4 Ave)	B. Wojcik			Funding Assistance	0.0%		\$ 15,000					
		Moody Insurance (725 Prog. Dr.)	B. Wojcik			Funding Assistance	90.0%		\$ 7,500					
CRA Focus Area	Deadline	RESIDENTIAL INCENTIVES	Assignee	CAM #	CAM DATE	BASIS	% Done	Advisory Board Recommended Funding	CRA Board Approved Funding	Total Paid to Date	Date Paid	Beginning Balance	Remaining Funds	
		Residential Rehabilitation Program (Single-Family homes) CRA091706				Up to \$55,000/\$25,000						\$ 450,000.00		
		CRA Housing Rehab Asst. - Antonia Bailey	J. Brown	17-0246	3/7/2017	Housing Assistance	0.0%	\$ 90,000	\$ -				\$450,000.00	
							0.0%		\$ -					
							0.0%		\$ -					
		Purchase Assistance Program (Single-Family homes) CRA091707				Up to \$45,000/Affordability need						\$ 450,000.00		
							0.0%		\$ -				\$450,000.00	
								\$ 892,291	\$ 2,684,223	\$ 2,296,078		\$ 12,390,000	\$10,093,922	

# **INFILL HOUSING PROCESS**



## Northwest-Progresso-Flagler Heights Community Redevelopment Area

### Proposed Infill Housing Process Considerations (DRAFT 3/7/17)

#### **Staff recommendation:**

We begin our infill housing process by issuing a RFP for the residential lots that are west of I-95. This would include all CRA owned residential lots and the lots that are currently CRA owned.

To capitalize on the housing market values which have been improved by Broward County (in Franklin Park), we believe it is best that we begin building in close proximity to those new single family homes built by Broward County. *These homes would provide the comparables needed as we work take advantage of sales market for our new infill homes.*

#### **Step 1: Disposal plan for the residential infill housing lots**

- Donate each infill lot to the successful proposer via a request for proposal (RFP) process.

#### **Step 2: Issue Request for Proposals (RFP)**

- Issue 1 an RFP for the infill housing lots that are west of I-95. Ask Developers, General Contractors and individuals to bid on no more than 2 of the properties.
  1. *The intent is not to award all the lots to one developer, but to spread the development opportunities around (however, during the next cycle (FY17-18), where it makes since we will bundle multiple lots together).*
  2. *Just a FYI, within the next 30 – 45 days, we want to issue a RFP for the large CRA lot in Sweeting Estates.*

#### **Step 3: Eligible responders to the RFP**

- Developers (for-profit and not-for-profit)
- Licensed General Contractors
- Individuals

#### **Step 4: Each responder must provide a list of their Development Team**

- At a minimum each development team must consist of the following:
  1. Developer / General Contractor
  2. Architect

3. Engineer (*if required*)
4. Non-profit partner or Bank homebuyer program staff to provide homebuyer counseling and mortgage ready homebuyer.

**Step 5:** Each RFP package / response shall include (but not be limited to):

- Housing design (*with architect and/or engineer certification that the design is appropriate for the lot being requested*)
- Project budget and costs
- Firm funding commitments
- CRA funding request (*if applicable*)\*
- Construction timeframe
- Development team credentials

*\* All respondents who are seeking CRA assistance for predevelopment or any construction related expense must document and prove that they have met the Consultant's Competitive Negotiation Act (CCNA) requirements for procuring their Architect.*

**Additional considerations as part of the infill housing process**

**Consideration 1:** Concurrently engage in the Rehabilitation Program to support the infill housing projects west of I-95

**Consideration 2:** Buyer preferences:

- Police Officers
- Fire Fighters
- Teachers
- Professionals
- Retirees
- Medical employee


**STREETSCAPE FUNDING  
REQUESTS  
BRIGHTLINE**



## NWPF CRA

DATE: March 7, 2017

TO: Northwest Progresso-Flagler Heights Community Redevelopment  
Advisory Board

FROM: Glendon Hall, Manager 

SUBJECT: **Brightline Request for Consideration of Application for Funding**

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Brightline, the express inter-city train service being developed by All Aboard Florida, is formulating two preliminary requests for funding from the NWPF CRA for streetscape improvements. Staff received both proposals on 3/2/3017, and has already provided feedback to the applicant. The projects are currently still under review, underwriting has not been completed, and there is no staff recommendation at this time. However, staff was directed on 3/6/2017 to put both Brightline requests for funding on the March 14<sup>th</sup> meeting agenda. Brightline is requesting a discussion of their proposals by the NWPF Advisory Board in order for their applications to be finalized concerning the requirements for permanent job creation within the CRA. Please see attached emails & documentation related materials.

# The 2012 Florida Statutes

<b><u>Title XI</u></b>	<b><u>Chapter 163</u></b>
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS	INTERGOVERN MENTAL PROGRAMS

163.340 Definitions.—The following terms, wherever used or referred to in this part, have the following meanings:

(1) "Agency" or "community redevelopment agency" means a public agency created by, or designated pursuant to, s. 163.356 or s. 163.357.

(2) "Public body" means the state or any county, municipality, authority, special district as defined in s. 165.031(5), or other public body of the state, except a school district.

(3) "Governing body" means the council, commission, or other legislative body charged with governing the county or municipality.

(4) "Mayor" means the mayor of a municipality or, for a county, the chair of the board of county commissioners or such other officer as may be constituted by law to act as the executive head of such municipality or county.

(5) "Clerk" means the clerk or other official of the county or municipality who is the custodian of the official records of such county or municipality.

(6) "Federal Government" includes the United States or any agency or instrumentality, corporate or otherwise, of the United States.

**(7) "Slum area" means** an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;

(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or

(c) The existence of conditions that endanger life or property by fire or other causes.

**(8) "Blighted area" means** an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;

(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the

## Glendon Hall

---

**From:** Jonathan Brown  
**Sent:** Wednesday, March 08, 2017 9:52 AM  
**To:** Lievano Cruz, Maria; Debbie.Orshefsky@hklaw.com  
**Cc:** Glendon Hall; Bob Wojcik; Gonzalez, Jose; Lee Feldman; John Herbst; Lynn Solomon  
**Subject:** RE: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

Thanks for the response, please see my comments below in response to a few of the questions.

I also want to confirm my understanding regarding the jobs. Is it accurate to say that Brightline will create jobs, but will not commit to creating jobs for residents of the Fort Lauderdale CRA?

**From:** Lievano Cruz, Maria [mailto:Maria.LievanoCruz@feci.com]  
**Sent:** Tuesday, March 07, 2017 9:34 PM  
**To:** Jonathan Brown; Debbie.Orshefsky@hklaw.com  
**Cc:** Glendon Hall; Bob Wojcik; Gonzalez, Jose; Lee Feldman  
**Subject:** RE: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

Good evening, Jonathan. Thank you again for your assistance with these applications. The 16 copies of each application packet will be delivered via courier tomorrow morning before 10am. Please see the responses to your questions below:

1. In accordance with State statutes, CRA funds must be used to eliminate current slum and/or blight. Based on the current status of the site, what slum and / or blight will be eliminated as a result of this streetscape incentive?

The requested streetscape incentive will provide partial funding for improvements to NW 2<sup>nd</sup> Avenue from NW 2<sup>nd</sup> Street to NW 4<sup>th</sup> Street, as well as fund, in part, the creation of a new roadway at NW 1<sup>st</sup> Street. Construction of these improvements will eliminate slum and blight in the portion of the NWCRA surrounding the Brightline Station and its surrounding neighborhood by improving vehicular and pedestrian connectivity along the western side of the City's planned "Mobility Hub" and enhancing the public realm with high quality landscaping and hardscape, as well as incorporating contemporary LED lighting (which has an added value of making the area safer in the evening).

Current pictures of the site does not show slum or blight. It shows a redevelopment project already underway. This can be discussed further at the Advisory Board meeting.

2. Why has this request for funding come so late in your construction process? When the project was planned, why weren't these streetscape costs considered? If they were, what happened?

Since the inception of the project we have worked with the City to establish ways of improving the connectivity and accessibility to the transit facilities in the area around the station, the project included a new connector road to help local residents to the north of the station are connect to the south via the new NW 2<sup>nd</sup> Avenue extension from NW 4<sup>th</sup> Street to NW 2<sup>nd</sup> Street, it was anticipated that some of these improvements would be funded under some existing City program. By the time our project was fully designed and approved by DRC, available funding under the available City programs was no longer available. Although we created a large tax benefit to the CRA we never thought to ask for any of the TIF dollars to fill the funding for these public improvements, we were made aware of this CRA program late in the process as we continued through the construction of the station.



Can you share with me what you mean by the phrase “*although we created a large tax benefit to the CRA?*” My understanding is that the railroad does not pay taxes.

What existing City programs were you anticipating applying for? Did you ever apply? If not, why? If so, what was the outcome of the applications?

3. When did construction commence and when is it scheduled to be completed?

Overall construction of the project began during the summer of 2015. Some of the ROW improvements that are the subjects of these applications began at the time of submission in late February 2017. All work is scheduled to be completed by late May 2017.

4. In order to identify the funding gap, can you please provide the sources and uses of funding (*including the amounts that have contributed for this project to date*)? Not just for the streetscape portion, but for all costs associated with the Fort Lauderdale site?

For the FLL station and garage projects, funding consists of two separate construction loans as well as cash equity and applied land acquisition costs. These various sources total some \$49.5M for the two projects. The total project costs will be \$50.7M, amounting to a shortfall of \$1.2M, or roughly double the requested total funding under the two applications.

5. Can you provide the total project costs in relation to the funding sources you have? Not just for the streetscape portion, but for all costs associated with the Fort Lauderdale site?

Please refer to the response above.

6. If the CRA does not fund this request, will the streetscape be completed in accordance with the City’s DRC approval requirements?

As we have demonstrated, we are projecting a significant shortfall in aggregate funding for the scope of the ROW improvements adjacent to the project. Failing approval for the funding requested under the CRA program, we would be forced to reduce the scope of the project to offset this funding shortfall. The only remaining opportunity to reduce scope unfortunately would be a reduction in the scope and quality of the proposed Right of Way improvements.

Can you describe in detail what items would be reduced in the proposed Right of Way improvements?

**Maria Lievano Cruz | Florida East Coast Industries, LLC**

305.520.2085 | [Maria.LievanoCruz@feci.com](mailto:Maria.LievanoCruz@feci.com) | [www.feci.com](http://www.feci.com)

**From:** Jonathan Brown [<mailto:JonathanBr@fortlauderdale.gov>]

**Sent:** Tuesday, March 7, 2017 6:00 PM

**To:** [Debbie.Orshefsky@hklaw.com](mailto:Debbie.Orshefsky@hklaw.com)

**Cc:** Glendon Hall <[GHall@fortlauderdale.gov](mailto:GHall@fortlauderdale.gov)>; Bob Wojcik <[BWojcik@fortlauderdale.gov](mailto:BWojcik@fortlauderdale.gov)>; Lievano Cruz, Maria <[Maria.LievanoCruz@feci.com](mailto:Maria.LievanoCruz@feci.com)>; Gonzalez, Jose <[Jose.Gonzalez@feci.com](mailto:Jose.Gonzalez@feci.com)>; Lee Feldman <[LFeldman@fortlauderdale.gov](mailto:LFeldman@fortlauderdale.gov)>

**Subject:** RE: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

Good evening,

I was following up on the response to the email. Will that be provided in the application package or will an email be sent to me?

Maria has been working with Sandra and we have been advised that we should have the packages by 10am tomorrow. Maria picked up the packages we had. Please note that if we don't receive the packages, the item will miss the courier tomorrow morning.

**From:** [Debbie.Orshefsky@hklaw.com](mailto:Debbie.Orshefsky@hklaw.com) [<mailto:Debbie.Orshefsky@hklaw.com>]  
**Sent:** Tuesday, March 07, 2017 11:25 AM  
**To:** Jonathan Brown  
**Cc:** Glendon Hall; Bob Wojcik; [maria.lievanocruz@feci.com](mailto:maria.lievanocruz@feci.com); [Jose.Gonzalez@feci.com](mailto:Jose.Gonzalez@feci.com); Lee Feldman  
**Subject:** RE: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

This information and materials will be provided today per your request.

**Debbie Orshefsky | Holland & Knight**

Partner

Holland & Knight LLP

515 East Las Olas Boulevard, Suite 1200 | Fort Lauderdale, FL 33301

Phone 954.468.7871 | Fax 954.463.2030

[debbie.orshefsky@hklaw.com](mailto:debbie.orshefsky@hklaw.com) | [www.hklaw.com](http://www.hklaw.com)

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**From:** Jonathan Brown [<mailto:JonathanBr@fortlauderdale.gov>]  
**Sent:** Tuesday, March 7, 2017 10:45 AM  
**To:** Orshefsky, Debbie M (FTL - X27871) <[Debbie.Orshefsky@hklaw.com](mailto:Debbie.Orshefsky@hklaw.com)>  
**Cc:** Glendon Hall <[GHall@fortlauderdale.gov](mailto:GHall@fortlauderdale.gov)>; Bob Wojcik <[BWojcik@fortlauderdale.gov](mailto:BWojcik@fortlauderdale.gov)>; [maria.lievanocruz@feci.com](mailto:maria.lievanocruz@feci.com); [Jose.Gonzalez@feci.com](mailto:Jose.Gonzalez@feci.com); Lee Feldman <[LFeldman@fortlauderdale.gov](mailto:LFeldman@fortlauderdale.gov)>  
**Subject:** RE: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

Good morning Debbie,

In reviewing your request, there are a few other questions that are still outstanding.

Can you please provide responses to the following questions?

1. In accordance with State statutes, CRA funds must be used to eliminate current slum and/or blight. Based on the current status of the site, what slum and / or blight will be eliminated as a result of this streetscape incentive?
2. Why has this request for funding come so late in your construction process? When the project was planned, why weren't these streetscape costs considered? If they were, what happened?
3. When did construction commence and when is it scheduled to be completed?
4. In order to identify the funding gap, can you please provide the sources and uses of funding (*including the amounts that have contributed for this project to date*)? Not just for the streetscape portion, but for all costs associated with the Fort Lauderdale site?
5. Can you provide the total project costs in relation to the funding sources you have? Not just for the streetscape portion, but for all costs associated with the Fort Lauderdale site?
6. If the CRA does not fund this request, will the streetscape be completed in accordance with the City's DRC approval requirements?

At this point I have not seen any indication that this project meets the eligibility requirements for the use of CRA funds, however, we have been asked to submit your request at next week's Advisory Board meeting. In order to meet that request and add you to the agenda, I need the following:

- Responses to my questions above?
- 16 copies of both applications packages (*in binders as you have with the original packages*) delivered by close of business day today, in order for the binders to be delivered with the rest of the advisory board items tomorrow morning.

-----Original Message-----

From: [Debbie.Orshefsky@hklaw.com](mailto:Debbie.Orshefsky@hklaw.com) [<mailto:Debbie.Orshefsky@hklaw.com>]

Sent: Monday, March 06, 2017 12:27 PM

To: Jonathan Brown

Cc: Glendon Hall; Bob Wojcik; [maria.lievanocruz@feci.com](mailto:maria.lievanocruz@feci.com); [Jose.Gonzalez@feci.com](mailto:Jose.Gonzalez@feci.com)

Subject: Re: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

We understand that this would go to the board without your support. Please place it on the agenda and we will discuss at the board meeting.

On Mar 6, 2017, at 12:24 PM, Jonathan Brown

<[JonathanBr@fortlauderdale.gov](mailto:JonathanBr@fortlauderdale.gov)<<mailto:JonathanBr@fortlauderdale.gov>>> wrote:

We need a specific job number that will be guaranteed, best efforts type of language is not sufficient. Short of that commitment, we will not support this project being funded.

As I have discussed in the past, the main product (the trains) is coming to the City regardless of whether we support the streetscape request. As such, if we are going to support the streetscape request, the requestor provide a commitment. If not, it just appears as if we are covering unexpected costs or cost overruns.

Without that commitment, we are not prepared to present this to the Advisory Board this month.

Jonathan Brown | Area Manager, Northwest-Progresso-Flagler Heights Community Redevelopment Agency (NWPf-CRA) and Housing & Community Development (HCD) City of Fort Lauderdale | NWPf CRA and HCD

914 NW 6th Street

Suite 200

Fort Lauderdale, FL 33311

Ph: 954-828-4548

Fax: 954-847-3754

[JonathanBr@FortLauderdale.gov](mailto:JonathanBr@FortLauderdale.gov)<<mailto:JonathanBr@fortlauderdale.gov>>

I@Fort Lauderdale

<image001.jpg><image002.jpg>

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From: Debbie.Orshefsky@hklaw.com<mailto:Debbie.Orshefsky@hklaw.com> [mailto:Debbie.Orshefsky@hklaw.com]  
Sent: Monday, March 06, 2017 11:36 AM  
To: Glendon Hall  
Cc: Jonathan Brown; maria.lievanocruz@feci.com<mailto:maria.lievanocruz@feci.com>;  
Jose.Gonzalez@feci.com<mailto:Jose.Gonzalez@feci.com>  
Subject: Brightline Request for Consideration of Application for Funding at NWCRA Advisory Board Meeting March 14, 2017

Glen—Brightline stands by its commitments to promote employment of local residents as described below in Maria Cruz' email of March 2nd and in its application. Please confirm that consideration of Brightline's applications will be on the March 14th Advisory Board agenda. We look forward to the opportunity to discuss the many economic benefits of Brightline for neighborhood residents. Best regards, Debbie

Debbie Orshefsky | Holland & Knight

Partner

Holland & Knight LLP

515 East Las Olas Boulevard, Suite 1200 | Fort Lauderdale, FL 33301 Phone 954.468.7871 | Fax 954.463.2030

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Add to address book<<http://www.hklaw.com/vcard.aspx?user=dmorshefsky>> | View professional biography<<http://www.hklaw.com/id77/biosdmorshefsky>>

From: Lievano Cruz, Maria [mailto:Maria.LievanoCruz@feci.com]

Sent: Monday, March 6, 2017 10:05 AM

To: Orshefsky, Debbie M (FTL - X27871) <Debbie.Orshefsky@hklaw.com<mailto:Debbie.Orshefsky@hklaw.com>>

Subject: Fwd: Please see attached link with documentation of Triangle Services Transaction.

Sent from my iPhone

Begin forwarded message:

From: "Glendon Hall" <GHall@fortlauderdale.gov<mailto:GHall@fortlauderdale.gov>>

To: "Lievano Cruz, Maria" <Maria.LievanoCruz@feci.com<mailto:Maria.LievanoCruz@feci.com>>

Cc: "Jonathan Brown" <JonathanBr@fortlauderdale.gov<mailto:JonathanBr@fortlauderdale.gov>>, "Gonzalez, Jose" <Jose.Gonzalez@feci.com<mailto:Jose.Gonzalez@feci.com>>, "Pendergraft, David"

<David.Pendergraft@gobrightline.com<mailto:David.Pendergraft@gobrightline.com>>

Subject: RE: Please see attached link with documentation of Triangle Services Transaction.

Good afternoon Maria,

Attached is one of the final drafts of the agreement with Triangle Services, with the job creation language located in section 4.5.

The recently approved Triangle Services transaction has established a precedent that projects can successfully meet the necessary local job creation guidelines. Due to that precedent, the Advisory Board will not support an application for a project that will create jobs, but is unable to commit jobs for residents of the CRA. The project needs a specific number of jobs to be set aside for residents of this area. The residents do not need to work only at the Ft Lauderdale Service station, they can also work at any service station on the route.

Those jobs need to be created in the first year (or possibly by the 2nd year) and they must be maintained for 3 – 4 years. There will be total of a 5 year commitment to create and maintain the jobs. While individuals may come and go in those positions, there must be a commitment to hire a specific number of residents from the NPF CRA area.

Let's discuss on Monday.

Glendon Hall | Housing & Economic Development Manager City of Fort Lauderdale | NWPf CRA  
914 NW 6th Street, Suite 200  
Fort Lauderdale, FL 33311  
Ph: 954-828-5903  
Fax: 954-847-3754  
GHall@FortLauderdale.gov<mailto:JonathanBr@FortLauderdale.gov>

From: Lievano Cruz, Maria [mailto:Maria.LievanoCruz@feci.com]  
Sent: Thursday, March 02, 2017 3:22 PM  
To: Glendon Hall  
Cc: Jonathan Brown; Gonzalez, Jose; Pendergraft, David  
Subject: RE: Please see attached link with documentation of Triangle Services Transaction.

Glendon,

Thank you for your feedback on our applications. Attached is a detailed list of permanent jobs to be created for the Ft. Lauderdale Station. As it relates to our commitment to residents of the CRA, Brightline, will as much as is reasonably possible: (1) Work with the local employment agencies to solicit job candidates from the NPF Community Redevelopment Area, (2) host a job fair in the NPF Community Redevelopment Area, (3) conduct a resume workshop for residents in the NPF Community Redevelopment Area and, (4) Hire residents from the NPF Community Redevelopment Area as long as they are the most qualified and a vacancy exist.

Please let me know if we can include this information as an addendum to the applications.

I look forward to hearing from you soon.

-Maria

Maria Lievano Cruz | Florida East Coast Industries, LLC

305.520.2085 | Maria.LievanoCruz@feci.com<mailto:Maria.LievanoCruz@feci.com> |  
www.feci.com<https://urldefense.proofpoint.com/v2/url?u=http-3A\_\_www.feci.com&d=DwMF-g&c=14jPbF-1hWnYXveJ5rxtS\_Fo3DRrpL7HUwJDac4Hlc&r=vGmalenXJ2vquG4XGc1o1pCuKExRY2rDtX8JWsDGZM&m=BOYA6iVuMk3xLGrhLHngj2w16oHlyjVVNFabwwRXUw8&s=KykmEaB1g46yhjQcMF7f717PhfmAdnJwDRqUHbvFsf8&e=>

From: Glendon Hall [mailto:GHall@fortlauderdale.gov]  
Sent: Tuesday, February 28, 2017 3:01 PM  
To: Lievano Cruz, Maria <Maria.LievanoCruz@feci.com<mailto:Maria.LievanoCruz@feci.com>>  
Cc: Jonathan Brown <JonathanBr@fortlauderdale.gov<mailto:JonathanBr@fortlauderdale.gov>>  
Subject: RE: Please see attached link with documentation of Triangle Services Transaction.

Hello Maria, I believe we can make the March agenda for the Advisory Board if you provide the community benefit information this week.

From: Glendon Hall  
Sent: Monday, February 27, 2017 5:10 PM  
To: 'Lievano Cruz, Maria'  
Cc: Jonathan Brown  
Subject: Please see attached link with documentation of Triangle Services Transaction.

<https://fortlauderdale.legistar.com/LegislationDetail.aspx?ID=2910205&GUID=9AF5B166-589D-4BB7-B5C5-AC665754065F><[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_fortlauderdale.legistar.com\\_LegislationDetail.aspx-3FID-3D2910205-26GUID-3D9AF5B166-2D589D-2D4BB7-2DB5C5-2DAC665754065F&d=DwMF-g&c=14jPbF-1hWnYXveJ5rixTS\\_Fo3DRrpL7HUwJDac4Hlc&r=vGmalenXJ2vquG4XGc1o1pCuKExRY2rDtxX8JWsDGZM&m=BOYA6iVuMk3xLGrhLHngj2w16oHLyJVVNFabwwRXUw8&s=MdoK4DbEUy6Ad-J7nHdfLMqfrtT5RjDXjSYFjzY0TwE&e=>](https://urldefense.proofpoint.com/v2/url?u=https-3A__fortlauderdale.legistar.com_LegislationDetail.aspx-3FID-3D2910205-26GUID-3D9AF5B166-2D589D-2D4BB7-2DB5C5-2DAC665754065F&d=DwMF-g&c=14jPbF-1hWnYXveJ5rixTS_Fo3DRrpL7HUwJDac4Hlc&r=vGmalenXJ2vquG4XGc1o1pCuKExRY2rDtxX8JWsDGZM&m=BOYA6iVuMk3xLGrhLHngj2w16oHLyJVVNFabwwRXUw8&s=MdoK4DbEUy6Ad-J7nHdfLMqfrtT5RjDXjSYFjzY0TwE&e=>)>

Hello Maria, per our discussion (as was included in the Triangle Service Project) please provide listing of permanent jobs including:

- Position
- Salary Range
- How many committed to residents of CRA.

Thanks

Glendon Hall | Housing & Economic Development Manager City of Fort Lauderdale | NWPf CRA  
914 NW 6th Street, Suite 200  
Fort Lauderdale, FL 33311  
Ph: 954-828-5903  
Fax: 954-847-3754  
GHall@FortLauderdale.gov<mailto:JonathanBr@FortLauderdale.gov>

From: Lievano Cruz, Maria [mailto:Maria.LievanoCruz@feci.com]  
Sent: Monday, February 27, 2017 4:19 PM  
To: Glendon Hall  
Subject: contact info

Maria Lievano Cruz, Esq.

Director, Corporate Development

Florida East Coast Industries

2855 Le Jeune Road | 4th Floor

Coral Gables, FL 33134

Maria.LievanoCruz@feci.com<mailto:Maria.LievanoCruz@feci.com> |  
feci.com<https://urldefense.proofpoint.com/v2/url?u=http-3A\_\_www.feci.com&d=DwMF-g&c=14jPbF-  
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ENGINEERS

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PROJECT

W. SUNRISE BLVD. &  
N. ANDREWS AVE.

FOR  
ANDREWS PROJECT  
DEVELOPMENT

FORT LAUDERDALE  
FLORIDA

**THOMAS**  
ENGINEERS

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NOEL A. BARNETT

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November 17, 2016  
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FLORIDA BUSINESS CERT. NO. 60710101-0159

SHEET TITLE

SITE PLAN

SHEET NUMBER

C-05





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The logo for FTHOMAS, featuring a stylized 'F' in orange and grey followed by the word 'THOMAS' in orange capital letters.





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